



HIGHWAYS ADVISORY COMMITTEE

REPORT

18 October 2011

Subject Heading:

Proposals to Improve Traffic Flow and
Parking in Upminster Town Centre

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**The subject matter of this report deals with the following Council
Objectives**

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report deals with the outcome of a consultation relating to various measures to improve traffic flow and parking in Upminster Town Centre. The report also includes a review of existing waiting restrictions, upgrading of on-street parking facilities, provisions for loading facilities for businesses, improving accessibility for passengers at existing bus stops, pedestrian crossing improvements and pedestrian guardrail relocation.

The scheme is within **Upminster** Ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures as listed in Appendix B (schedules 1A, 1B, 2, 3, 4 and 5) of this report are implemented and the necessary traffic orders are made.
2. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposals to remove the existing guard railing along the east side of Upminster Park are agreed with replacement railings of a “hoop style” at the rear of the footway. The proposals are shown on drawing no. QJ019-of-103/104.
3. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposals to provide parking along west side of Corbets Tey Road between the two puffin crossings is agreed, including the kerb build outs at both crossings. The proposals are shown on drawing no. QJ019-of-103/104.
4. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposals to amend the traffic signal phasing and timings at Bell Corner be implemented as set out in the report.
5. That the Committee note the service road on the south side of Gaynes Road will be named and the details of suggested road names are provided in item 11 of this report.
6. That the Committee notes that the waiting restrictions and provision of three parking bays for blue badge holders in the service road will be the subject of a further report in the future.
7. That it be noted the cost of carrying out the works is £150,000. This would met by Transport for London through the allocation for 2011/12 Local Implementation Plan for the Upminster Town Centre Package.

REPORT DETAIL

1. **Background**
 - 1.1 Ward Members and the local residents had expressed their concerns at the former Upminster Area Committee meetings about the delays they experience when travelling through Upminster town centre. As an interim

measure, the signal timings were reviewed and adjusted by Transport for London with a view to enhance the traffic flow. This had a minor improvement on the traffic flow and it was identified that there was no further scope for improvements as the signals at the time in the absence of funding for a detailed review. The current project included the scope to review the signals in detail.

Existing traffic conditions at St. Mary's Lane/ Corbets Tey Road / Station Road Junction, Upminster

- 1.2 The junction of St Mary's Lane/Corbets Tey Road/Station Road handles considerable amount of both local and long distance traffic which results in long queues of traffic developing on all arms of the junction particularly during the peak periods.
- 1.3 The above junction is locally known as Bell Corner and it is connected with a major network of local distributor roads. To the north of the junction, is Station Road which leads to Hall Lane which in turn connects to the A127 Southend Arterial Road, thus providing access to Central London and the M25 motorway. The eastern arm of St Mary's Lane connects to Brentwood whereas the western arm (A124) connects to Hornchurch town centre, Rush Green and continues into the Borough of Barking and Dagenham. In the south, Corbets Tey Road leads to country roads heading towards Ockendon, Aveley and beyond.

Traffic movements at the junction of Bell Corner

- 1.4 In St Mary's Lane (eastbound approach to the junction) there is one traffic lane which flares to three lanes at the stop line. The first lane permits left turn movements into Station Road, second lane permits ahead movements whereas the third lane permits right turn movements into Corbets Tey Road. In St Mary's Lane (east side of the junction) there are two traffic lanes, the first lane permits ahead and left (Corbets Tey Road.) movements whereas the second lane permits right turn movements into Station Road. In Station Road there are two lanes, the first lane permits ahead (with a short left turn filter lane) whereas the second lane is for ahead and right turning traffic. Corbets Tey Road has similar traffic movements as Station Road, except lane 2 is for right turning traffic.
- 1.5 There are pedestrian crossing facilities provided on all arms of the junction. All crossings are signal controlled which allow pedestrians to cross in two stages. The bus stops on the west side in Station Road are situated in the existing lay-bys which experience a regular occurrence of illegal parking throughout the day, thus forcing buses to stop in the road which in turn causes delays to other traffic. This provides poor accessibility for passengers particularly disabled people, elderly people or people with push chairs.

- 1.6 Site observations and traffic flow data shows that queuing is present during all peak periods but worst after 07:30 in AM peak with queues reaching a total of 24 vehicles in Corbets Tey Road, 26 vehicles in Station Road , 32 vehicles in St Mary's lane (west) and 27 vehicles in St Mary's Lane (east). The figures only represents the stationary queue at the time when the lights turn green, therefore, it does not represent the number of vehicles which are part of the rolling queue on the approach to the junction.
- 1.7 Another contributory factor which causes traffic congestion at the junction is due to the close proximity of local schools where parents park inconsiderately when dropping or collecting children from St. Joseph's Catholic Primary School and Upminster Primary School.

Public Transport facilities in Station Road, Upminster

- 1.8 Station Road in Upminster conveys high frequency of bus services. Bus routes namely 248 (7), 346 (4), 370 (4), which equates to 15 buses per hour in each direction. In addition, route 347 provides 2 services every two hours daily, Monday to Fridays. The figures in the bracket indicate number of buses operating per hour in each direction.
- 1.9 There is also a school bus route 648 which operates 2 services in the morning and 2 in the afternoon, Monday to Fridays only.

2. Details of the Feasibility Studies

Jacobs Consultancy was commissioned by the Council's Streetcare Services to carry out feasibility studies for the following measures:

- i) A feasibility study to replace the existing signalised junction of the Bell Corner with a roundabout.
- ii) Change the Method of Control of the traffic signals to improve safety for pedestrians. The problem occurs when vehicles wait in the central turning area at the junction to turn right from St Mary's Lane (east arm) into Station Road are delayed as they are not aware about the change of the traffic lights and when they move they come in conflict with pedestrians crossing Station Road on phase K as shown on the existing Method of Signal Control at the junction.
- iii) Improve the traffic congestion by taking into account the possibility of widening the southern end of Station Road to increase the length of the left turn filter lane.
- iv) Review the existing waiting, loading restrictions including on road parking facilities and upgrade them which would economically benefit the area, particularly in Corbets Tey Road.

3. **Traffic data collection**

Classified traffic count data was manually collected in November 2010 over a 12 hour period ie 7am to 7pm. Vehicles were classified into standard categories eg pedal cycles, motor cycles, cars, taxis, heavy good vehicles, PSV etc. From the traffic data, weekday peak periods were established as 07:15 to 08:15 for AM peak, 14:30 to 15:30 for Inter peak and 16:00 to 17:00 for PM peaks.

The schematic diagram, figure 3.1 below summarises the AM, Inter Peak and PM peak hour flows, whereas figure 3.2 provides the maximum queue lengths for each traffic lane at the junction.

Figure 3.1 AM, Inter Peak and PM Peak hour traffic flows

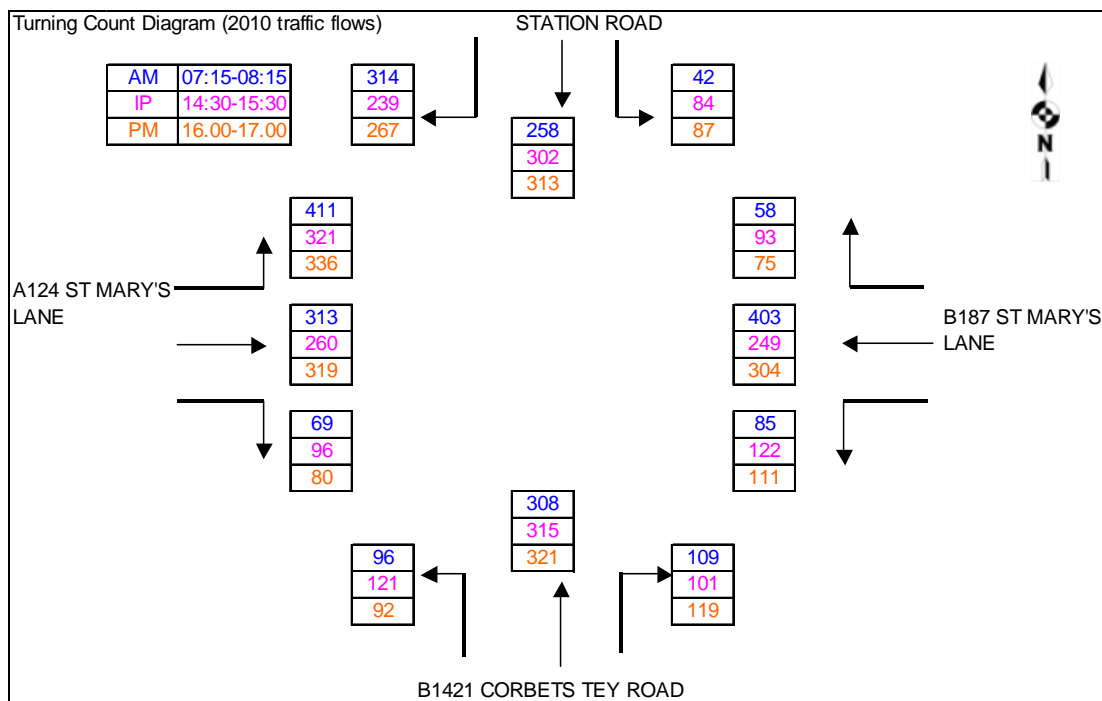
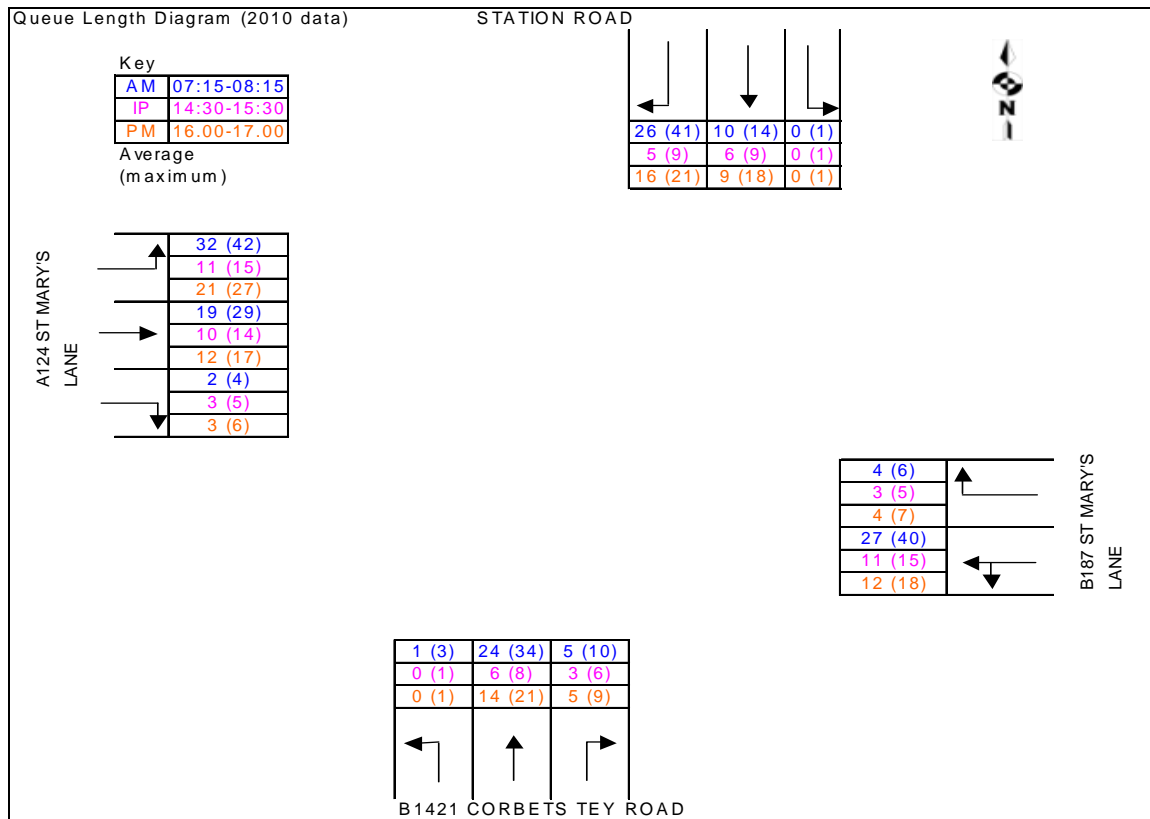


Figure 3.2 AM, Inter Peak and PM Peak hour traffic queue lengths



4. Proposals for a roundabout

- 4.1 Feasibility studies were carried out to replace the existing signalised junction with a roundabout. A normal roundabout was considered with a 4 metre diameter central island and provision of zebra crossings on each approach arm to preserve the current level of existing pedestrians facilities.
- 4.2 Pedestrian counts were undertaken at Bell Corner during in AM, Inter Peak and PM peak periods as input parameters into the ARCADY program to calculate the likely queues to be generated within the peak periods. The results of the modelling indicated that the roundabout would not operate satisfactorily mainly due to the influx of pedestrians crossing. Alternative options were considered to overcome the problem but the options developed would need more land acquisition which could involve footways and shops at the south west corner of Bell Corner. These options would be very costly and difficult to financially justify the scheme.
- 4.3 In addition, there are high numbers of pedestrians using the junction and these range from commuters to Upminster Station, bus passengers, shoppers, Upminster Park, school children (Upminster Junior School and St. Joseph's Catholic Primary School) and therefore zebra crossing facilities would have an adverse impact in developing excessive traffic queues thus reducing the overall capacity of the roundabout. The proposals for a roundabout were consequently abandoned as unfeasible.

5. Traffic signal Improvements

Four options were modelled to test proposed measures to the operation of the signalised junction of St Mary's Lane/Corbets Tey Road/Station Road junction. Below is a list of the options identified:

Option A: This option includes the following measures:

- Widen Station Road approach (between St Lawrence Road and the Bell Corner junction) to increase the offside flare length.
- Increasing the radius of the Station Road exit to improve swept path of vehicles leaving the junction. This would also lead to the increase the saturation flows for the traffic travelling ahead from Corbets Tey Road.
- Signal timing optimisation.
- Maintaining the existing staging of the signals.

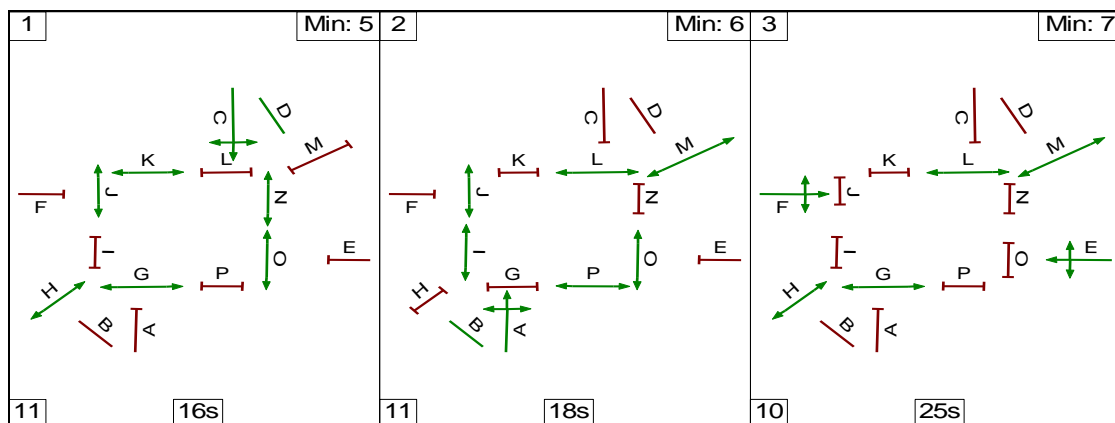
Option B: This option includes the following measures:

- Maintaining the existing layout of the Bell Corner junction.
- Running Station Road and Corbets Tey Road in the same stage.
- Signal timing optimisation.

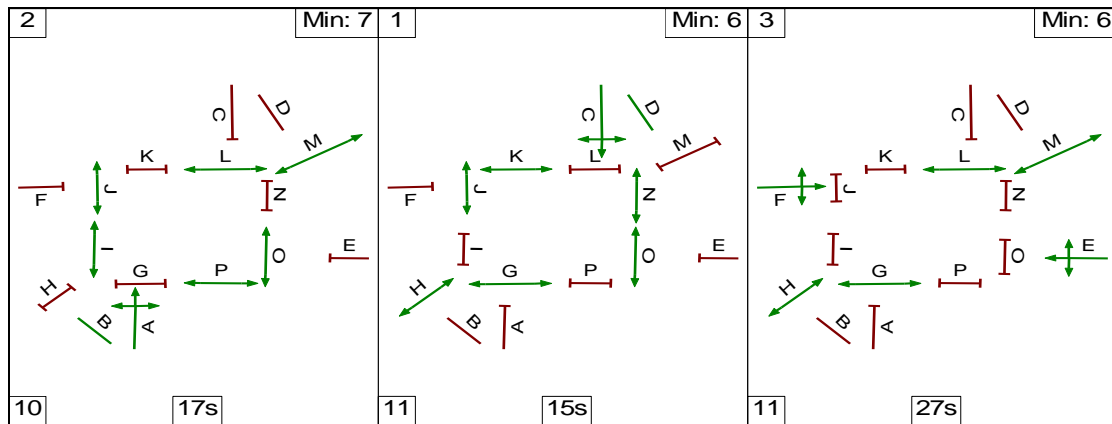
Option C: This option includes the following measures:

- Maintaining the existing layout of the Bell Corner junction.
- Running the phase of Corbets Tey Road before the Station Road.
- Signal timing optimisation.

Bell Corner - Existing Method of Signal Control



Bell Corner - Proposed Method of Signal Control (Option C)



Option D: This option includes the following measures:

- Widen the Station Road approach (between Roomes Stores to the Bell Corner) to increase the length of the nearside left turn flare.
- Signal timing optimisation.
- Maintaining the existing staging.

Options C and D combined includes the following measures:

- Widen the Station Road approach (between Roomes Stores to the Bell Corner) to increase the length of the nearside left turn flare.
- Running Station Road and Corbets Tey Road in the same stage.
- Signal timing optimisation.

6. Results of the computer model

6.1 In simulating the signalised junction, a traffic modelling program, LinSig was used to model the operation of existing junction. After validating the model i.e. verifying that the model has been correctly calibrated and is capable of producing valid predictions for various scenarios, the signals were optimised to determine whether any improvements in the signals could be achieved by adjusting the 'green' timings which would maximise the traffic flow.

6.2 Results of the output of the computer model indicated that there are two options which are financially justifiable to consider. These are optimisation of the signals at the junction and option C which involves allowing the stage for Corbets Tey Road to run before Station Road. This option would resolve the conflict problems between the traffic turning right from St Mary's Lane (east) and pedestrians crossing Station Road.

- 6.3 It is anticipated that option C would resolve the conflict problems between the pedestrians crossing Station Road and the traffic turning right from St Mary's Lane (east) into Station Road. Further more, optimisation of the signal timings would improve the capacity of the junction.
- 6.4 The proposals to widen the southern end of Station Road (Option D) to incorporate a left turn filter lane were abandoned. This is based on further modelling works undertaken on the junction by applying the projected future growth factors to traffic in the base model to determine the time period the widening will sustain the increase in traffic. The results showed that the widening would not be able to accommodate the increase in traffic beyond 2015, therefore, it was not financially justifiable.

7. **Alternative Measures to Improve traffic**

As the traffic signals do not have any further potential to sustain the traffic growth in the future and with proposals for a roundabout not viable, therefore, other measures were considered in details such as measures to restrict inconsiderate parking and loading which causes significant disruption to the traffic flow. These measures are described in details in the rest of the report.

8. **Existing parking facilities in Corbets Tey Road, Upminster**

- 8.1 At present, parking in Corbets Tey Road is by Disc Parking which the vast majority of shopkeepers and businesses consider is out of date and not beneficial to the area, particularly to Corbets Tey Road. As a result, the local shopkeepers and businesses were informally consulted to seek their views if they were satisfied with the current parking arrangements or if they would prefer alternative facilities.
- 8.2 The occupiers expressed their concerns that they were not satisfied with the current Disc Parking Scheme and many felt that the scheme is now out of date. The problem associated with the Disc scheme is that it tends to only benefit local residents who own the Discs but it does not encourage the passing trade to stop, which is an important source of income for local businesses. Based on the comments received from both shopkeepers and shoppers alike, infrequent users are not willing to pay the cost for a Disc, they do not understand how the scheme works and do not know where to purchase the Disc's. As a result, the shopkeepers feel that they are losing the passing trade and that businesses in Corbets Tey Road have been affected the most as compared with their counter parts.
- 8.3 Shopkeepers who purchase the Disc's for their customers are also liable to lose them as shoppers inadvertently drive away without returning them. It would seem that as the level of Disc sales are generally declining throughout the borough, that the scheme is only being utilised to its maximum potential, by a decreasing number of local residents that are

regular users of the town centres. As a result, the Council is trying to out phase the Disc and replace it with Pay and Display parking.

- 8.4 The results of the informal parking survey indicated that 87% of the shopkeepers would prefer the introduction of on-street Pay and Display parking facilities whereas 13% preferred to retain the current Disc parking scheme. The results of the survey are included in appendix C of this report.
- 8.5 Given the significant support for changes to the current Disc Parking scheme it is, therefore proposed to convert the existing Disc Parking bays in Corbets Tey Road to Pay and Display parking bays, which will provide a greater turnover of short term parking, and leave more potential spaces to attract passing trade. Ticket machines would be installed at convenient locations to enable drivers to purchase the tickets.
- 8.6 Being able to pay for the amount of time that shoppers want to park, a parking bay could work out more cost effective for them and it has the added convenience of using coins, which most potential shoppers have in their possession.
- 8.7 Based on survey with the shopkeepers and businesses in Corbets Tey Road, it is proposed to convert existing Disc parking bays to Pay and Display and there are further proposals to provide 10 new bays for Pay and Display. The total number of Pay and Display bays would be 34. The proposals are shown on drawing nos. QJ019-of-103 and QJ019-of-104.
9. Review of existing waiting and loading restrictions

- 9.1 The existing waiting and loading restrictions in Upminster vary between 'At Any' time (near Upminster Station) to standard parking restrictions applicable between 08:30am to 06:30pm, Monday to Saturdays whereas loading is also permitted during these restricted times. Loading in the road has a detrimental impact on the traffic flows, particularly during peak periods.
- 9.2 The existing bus stops in Corbets Tey Road restrict waiting and loading from 7am to 7pm, throughout the week. It is, therefore, important that the restrictions at the bus stops are upgraded to Clearways. As this is the case, changing the restricted period to bus stop clearways will have little effect on businesses parking in the area as business vehicles should not be parked or load/unload in the existing bus stop facilities and this will bring Corbets Tey Road into line with the bus stops in Station Road, Upminster.
- 9.3 Proposed loading bays in Corbets Tey Road and Station Road

It is proposed to provide loading bays for delivery to shops in Station Road and in Corbets Tey Road as a lack of on-street loading facilities has

been raised locally. The loading bays will permit loading for maximum 30 minutes with no return within 2 hours. The loading bays will permit free loading and will operate from 08:00am to 06:30pm, Monday to Saturdays which will be in line with the restricted hours currently in operation on the main streets in Upminster area.

It is proposed to provide two loading bays in Station Road, one outside the Roomes Stores (Nos. 45 to 49) and one outside nos. 34/36. See drawing nos. QJ029-of-101. In Corbets Tey Road, one bay is proposed close to the main entrance to Upminster Park and one outside no 34. The proposals are shown on drawing nos. QJ019-of-103 and QJ019-of-104.

10. Existing parking and delivery arrangements in service road (off Gaynes Road), Upminster

10.1 The shop owners of St Mary's Lane and Station Road, Upminster had brought to the attention of the Council about the problems their delivery vehicles experience when gaining access to their service yards due to inconsiderate parking in the service road. Delivery vehicles sometimes have to wait for considerable time before drivers move their cars.

10.2 The access for delivery to the shops for 119 to 133 St Mary's Lane and nos. 1 to 29 Station Road is via an service road. The service road lies between Gaynes Road in the north and to the rear side of shop nos. 119 to 133 St Mary's Lane, Upminster.

Delivery of goods to Aldi Store, Upminster

10.3 Aldi Store in Upminster is open to business between 9am to 7pm, Monday to Saturdays and between 10am to 4pm on Sundays. The store mainly receives deliveries in the afternoons between 4pm to 7:30pm, Monday to Saturdays and sometimes on Sundays particularly during Christmas and Easter times.

10.4 The Gaynes Road car park has been leased to Aldi Store by the Council, therefore, the operation of the car park is the responsibility of Aldi. The car park is open at 7am and closes at 8pm. The car park operates on Pay and Display, Monday to Saturdays with maximum stay of 2 hours. The car park has a capacity of 100 cars of which 4 parking spaces are allocated for blue badge holders.

10.5 There is a private car park for the residents of the flats above the Aldi Store situated immediately south of Gaynes Road car park.

10.6 To overcome the problems, it is important to design the parking restrictions to ensure that the delivery period is adequately covered to justify their installation and provide benefits to the shops. In addition, there are proposals to provide three parking bays for blue badge holders

and a loading bay at the southern end of the service road. The proposals are shown on drawing no. QJ019-of-102.

11. **Suggested road names for unnamed service road, Upminster**

11.1 During the feasibility studies it was considered important to designate a name to the service road which links with Gaynes Road in the north and to the rear side of property nos. 119 to 133 St Mary's Lane in the south. This makes it easier for the Council to define parking controls, keep street records by street name etc.

11.2 Below is a list of some suggested road names for the service road provided by the Council's Legal Services. A brief history is also provided as the road names in the borough are associated with the local history as far as possible. The road is a cul-de-sac (i.e. a street or a road closed at one end), therefore, each road name is accompanied by a suffix 'Close' except for Chestnuts Close or Road.

- i) **Ambrose Close** – The windmill was built in 1803 by a local farmer, James Noakes to grind wheat to produce flour. The windmill was auctioned by James Noake's son, Thomas Noake in 1849. The windmill was later snapped by a bidder, Ambrose Coleson who in turn sold it to James Wadeson.
- ii) **Barn Close** - Name associated with the Tithe Barn Museum in Upminster. One of the largest 16th century thatched Tithe Barns in the country. It now houses a local Museum of Nostalgia, displaying artefacts of the past.
- iii) **Farmer Close** – Upminster was predominately an agricultural community.
- iv) **Maritime Close** – The Branfills owned the first property in Upminster in 1683. The family had shipping and marine interests and was well established business in London.
- iv) **Merchants Close** – Merchants in London had ambitious interests in developing country estates for their families as a resort from their town houses. Upminster was an ideal location for the development which is 28 miles away from London.
- v) **Chestnuts Close or Road**– The former Aggiss Garage (now known as Time Tees Cars) was established by William Aggiss in Station Road, Upminster on land to the rear of Lockley Villas and The Chestnuts.
- vi) **Wind Close** – name associated with the famous Upminster Windmill (formerly known as Abraham's Mill), a defining landmark in Upminster.

- 11.3 Members are asked to select an appropriate road name from the above list so that the Council's Legal Services can designate it in the Highway Register and appropriate signs are installed at the entrance into the road.
12. **Proposals to improve accessibility for passengers at existing bus stops**
- 12.1 At present, buses experience difficulties to gain access into the existing bus lay-bys to pick up or alight passengers due to inconsiderate parking at existing bus stops in Corbets Tey Road and Station Road by the Time Tees Garage. This forces buses to stop in the road thus blocking the traffic which in turn extends up to the junction. This problem is further accelerated particularly when alighting or boarding school children.
- 12.2 Passengers with disabilities find it difficult to alight or board buses as buses are unable to pull close to the kerb (within 200mm). To overcome the problem, it is proposed to convert the bus lay-bys to clearways. Clearways will reduce the problem of accessibility by allowing buses to pull close to the kerb and safely deploy their ramps. In addition clearways allow buses to use the stops more efficiently thus minimising the length of time a bus is stationary. The proposals are shown on drawing nos. QJ019-of- 101/102/103 /104.
13. **Outcome of the consultation**
- 13.1 Following the Approval in Principle by the Council's Highways Advisory Committee as part of the 2010/11 TfL LIP programme (when the HAC was established), staff proceeded with the design and consultation on various proposals, including informal discussions with the Upminster ward councillors and local businesses.
- 13.2 Approximately 400 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder (2nd September 2011), London Gazette, on the website of Havering Residents' Association and site notices were displayed at various locations of the affected area. In addition, there were two public surgeries held at the Upminster library where staff from Streetcare Services were in attendance to explain the scheme and answer any questions. More than 150 people had attended and there was generally a very positive response from business holders and residents.
- 13.3 The closing date for receiving any comments was set for 23rd September 2011. Only 34 (8.5%) responses were received and these were analysed carefully and a summary of the consultation is included in appendix A.

Conclusions

The proposals described in this report are associated with improving the traffic flow through Upminster town centre which is heavily trafficked particularly during peak periods, notwithstanding the immense physical and financial difficulty of major capacity improvements.

Roundabout options simply do not improve traffic flow because of the need to provide crossing facilities and road widening on Station Road would provide only very short term improvements. The proposed re-phasing and timing adjustments will create a safety improvement and a modest capacity increase for a relatively small cost.

Along with the traffic improvements, it was considered necessary to review the existing waiting and loading restrictions, upgrade the existing parking facilities from Disc to Pay and Display, provisions of loading facilities for businesses, improving safety for pedestrians by rephrasing the traffic lights and improving accessibility for passengers at existing bus stops.

The results of the public consultation indicated that the existing Disc parking benefits the local residents of Upminster and those in possession of it whereas it does not attract potential shoppers from outside Upminster which is vital for the economic benefit of the area particularly for businesses in Corbets Tey Road.

The proposed Waiting and Loading restrictions will not have any detrimental impact on frontagers arising from the ban on parking. There are car parks in the vicinity of the scheme such as Gaynes Road, Hobby Hall car parks, other privately owned by Roomes Stores, Waitrose etc and on street parking. It is envisaged that converting the existing Disc parking to Pay and Display would increase the turn over of parking which is essential for businesses in Corbets Tey Road.

It is anticipated that the traffic in Upminster is likely to increase due to Aldi Stores, Marks & Spencer, Waitrose Supermarkets and other planned developments in the future, therefore, the proposed measures will benefit in reducing the traffic congestion.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £150,000, which would met by Transport for London through the allocation for

2011/12 Local Implementation Plan for the Upminster Town Centre Package.

Legal Implications and risks:

- i) There are no legal implications associated with carriageway widening aspect of the scheme as the Council has the power to vary the width of the carriageway within the highway boundaries.
- ii) The Waiting and Loading restrictions, provision of Loading bays and Pay & Display require traffic management orders to be drafted and publicly advertised in the local press in accordance with the relevant Regulations before a decision can be taken on their implementation.
- iii) Relocating the pedestrian guard rail outside the Upminster Park in Corbets Tey Road will require approval from the Council's Parks Services.
- iv) Bus Stop Clearways do not require traffic orders, but the transport for London guidance suggests that local consultations should take place.

Human Resources Implications and risks:

It is anticipated cash collection from the new facilities can be met from within existing resources. However, demand for new facilities may require cash collection and response levels to be reviewed at a later date.

Equalities Implications and risks:

The proposed measures would improve the traffic flow in Upminster town centre and increase safety for pedestrians.

The new measures for clearways at bus stops will help the Council meet its obligations under the Equalities Act 2010 in providing an accessible highway network.

Blue-badge holders are able to park for unlimited period of time in Pay and Display bays and up to three hours where restrictions apply (unless a loading ban is in force).

Waiting restrictions can sometimes displace on-street parking, but are considered vital in some special circumstances to enhance road safety particularly at junctions. There would be some visual impact arising from any required signing and new road markings.

BACKGROUND PAPERS

Project scheme file: QJ019 – HAC report on Proposals to Improve Traffic and Parking in Upminster Town Centre

Appendix A

Consultation area & summary of responses

Summary of Consultation Responses

1. Cllr Linda Van den Hende, Ward Member of Upminster

Has commented '*Given the overall strategic purpose of the scheme which is to improve traffic flow and safety through the Town Centre are acceptable and I support it*'

2. Mr D.J Parish, Gates, Parish & Company, Station Road, Upminster

- Supports the proposals of Pay & Display parking, particularly the limitation of the tariff of 20p for the first hour.
- Narrowing the road at the pelican crossings in Corbets Tey Road would inhibit the free flow of traffic.
- Considers that parking along the park side will not be safe particularly when opening the doors in the flow of traffic. The problem would further increase with larger vehicles such as buses or larger commercial vehicles trying to get through this area.
- Does not support the proposals for the disabled parking bays in the service road as delivery vehicles would not be able to gain access to Aldi service yard.
- Consideration needs to be given to prevent indiscriminate parking in the area opposite the entrance to the Upminster Station.

3. Mr D.J Parish, Chairman of Upminster Conservation Partnership

- The Committee supports the Council's objectives but there are areas of concerns raised as below:
- The tariff of 20p for Pay & Display & Display. Should be less than the car parks to ensure better availability for shopkeepers.
- Committee is concerned that the kerb build out at the pelican crossings will inhibit traffic flow.
- Parking bays in service road will cause traffic congestion and inhibit access of delivery vehicles.

- Proposed parking bays adjacent to the park will cause access difficulties to delivery vehicles and buses.
- Provide waiting restrictions at the entrance to Upminster station to prevent indiscriminate parking.
Staff comments: Full responses on both the above items were sent to Mr Parish.

4. Mr P. Addison, works in Upminster

- The re-phasing of the traffic lights at Bell Corner may have an affect of the traffic movements.
- The existing toucan crossing in Station Road by Howard Road is called too soon giving very little time for the traffic to flow.
- Enforcement needs to be carried out in bus lay-bys including the disabled drivers.
- Agrees with loading bays in the town centre. M & Co of 55/57 Station Road have no loading area, therefore, delivery vehicles are forced to park in the existing bus lay-by. With new clearway restrictions installed in the lay-by and with proposed restrictions where does the Council expect those businesses to unload.
- Proposed bays for Disabled parking in service road are pointless as disabled drivers and others will still park in the road irrespective of the marked bays.

5. Mr Vincent Stops, London TravelWatch

London TravelWatch supports the proposals of clearway restrictions at existing bus stops and 'At Any Time' Waiting & Loading restrictions. It is vital that buses are able to pull close to the kerb side without being impeded by illegal parking.

6. Mr S. Clark, Time Tees Cars, Station Road

Since Aldi has opened business, traffic has increased immensely and also the use of the car park. When the car park is full, queues form in the service road and the problem is worsened when disabled drivers park their cars. He does not object the proposals but has suggested that the Council should reconsider its proposals about the provision of disabled parking in the service road and the level of illegal parking that takes place in the service road throughout the whole day.

7. Mr J.C Fraser, The Original London Sightseeing Tour Ltd

Has no objections about the proposals but is concerned that the proposed kerb build out at the pelican crossing will affect vehicle access to the

properties, therefore, consideration needs to be given to cars and vans for access or egress including the sight lines is imperative.

8. The West Lodge, 67 Corbets Tey Road, Upminster

- Their driveway is constantly being blocked by cars and delivery lorries. Staff are unable to exit unless the drivers move their vehicles.
- Visitors are further inconvenienced where there are funeral receptions.

Staff comments: the Lodge was advised that the proposals including 'At Any Time' waiting and loading restrictions.

9. Mr J Little, Upminster

- Agrees with 'At Any Waiting' restrictions in St Mary's Lane outside St Joseph's School is a 'welcome step in the right direction'.
- Has suggested that the previous phasing of the traffic signals is re-installed i.e. first phase allows east/west movements whereas second phase allows north/south movements.

Staff comments: Mr Little was provided with full details about the phasing of the traffic lights and agreed with it.

10. Ms R. Aldridge, 1 Gaynes Road, Upminster

- Has pointed out in details about the parking problems which occur in the service road. After 630pm on Sundays the service road is lined up with cars and delivery lorries are unable to enter into the road. Lorries park out her house in Gaynes Road and the noise of refrigeration unit running is unbearable. The lorries park there until such time when the traffic clears. She considers that the parking bays for disabled will increase the problem further.
- The resident has further pointed out that she has applied an application for a dropped kerb at the rear side of her property to allow access into the garage via Gaynes Road.

11. Bressloff Shoes Ltd, 15 Corbets Tey Road, Upminster

- As a trader in the area for seven years, he considers that there is lack of long term parking and the lack of loading/unloading facilities.
- Corbets Tey Road is wide enough to allow additional parking. We need to encourage shoppers in the area and not deter them. He has suggested considering examples of parking in Hilldene shopping centre.

Staff comments: His comments have been noted and the current proposals include provision of parking in Corbets tey Road.

12. Mr J Gibbons, 165 Corbets Tey Road, Upminster

Schedule 5: Pay & Display parking places

- Objects to Pay and Display along the west side of Corbets Tey Road.
- Decrease in safety once the guard railing is removed
- Increased danger to cyclists from opening of car doors.

- Installation of a loading bay within zig-zag markings and on opposite side of the access to the school will be dangerous and this option must not proceed.
- It is not fair for drivers to have different methods of payment in the same town centre given that the Disc parking will continue in St Mary's Lane and new Pay & Display parking in the rest of the roads.

13. Mrs Janet Davies, Chair of Friends of Upminster Park

Mrs Davies 'deprecates' the proposals on the following grounds:

- Provision of new parking in Corbets Tey Road along the Upminster Park and relocating the railings to the edge of the park.
- The park would lose its open aspect by the relocation of the guard railings which is its great feature to gain the Green Flag status which the residents are very proud.
- Removal of the guard railing would lead the pedestrians to walk in the road.
- Parking on both sides in Corbets Tey Road would cause traffic congestion as it currently occurs in St Mary's Lane (east side).
- Shoppers could park in Hoppy Hall car park but the car park lacks direction signs.

14. Mr Keith Webb, Treasurer of Friends of Upminster Park

Strongly objects the proposals on following grounds:

- The Friends of Upminster Park were not consulted. He only found out about the consultation when he visited the library.
- Cannot see how authorised parking along the Upminster Park will help to ease the traffic congestion but it will merely add more congestion.
- The proposals will ruin the open aspect of the park.
- Money could be spent better somewhere else.

Staff comments: A full response was provided to Mr Webb explaining that the proposals were advertised in the Romford Recorder, London Gazette, Notices were posted on the lamp columns and were advertised on the website of Havering Residents' Association. He was further advised that he had responded within the consultation period.

The Green Flag Award Manager of Keep Britain Tidy was consulted if the park would lose its national status by relocating the existing guard rail from the rear of the kerb to the rear of the footway. The manager had confirmed that as the changes are not directly within the park the main issue would be to consider safety of park users and consult all the relevant bodies before the changes are made and once this is carried out he can no reason why this should affect future Green Flag Award applications.

15. Martin Stanton, Parks & Open Spaces Manager

Objects to the proposals to relocate the existing guard railings along the Upminster Park, as the park has been awarded the Green Flag status in the borough and open nature of the park has been commended by Green Flag judges. He is concerned that if the scheme goes ahead, it would be risking the success in the future applications.

16. Ms A. Head, Upminster

- Why is the Council permitting parking on both sides of the Corbets Tey Road. This will obscure the good view of the park.
- Mrs Head has queried why are no Disabled parking bays in the town centre. Her Husband is disabled and is not able to park in dedicated bays in St Mary's Lane and Corbets Tey Road.

Staff comments: Mrs Head was advised that her husband can park in the Disc parking bays in St Mary's Lane, in the two car parks, dedicated bays in Branfill Road and on single yellow lines for 2 hours as long as he displays the Blue Badge permit.

17. Mr B. Ward, 129 Corbets Tey Road, Upminster

- Considers that the plans displayed at the library were incomplete or were not available on the Council's website
- Lives at no. 129 Corbets Tey Road and his driveway is constantly blocked by parked vehicles. Has suggested providing KEEP CLEAR markings across his drive way or reduce the length of the parking bay.
- Is horrified to note the proposals to relocate the existing guard railings along the park. This will destroy the open aspect of the park which is the key characteristic of the Upminster Park. The existing railing was carefully selected to complement the park and the surrounding area.
- Proposals to provide Clearway restrictions at the bus stop is unnecessary. Local shops rely on trade be able to stop briefly. He considers that enforcing the existing restrictions with permanent penalty cameras if necessary.
- If you want to improve traffic in Upminster town centre, the Council needs to work with National Express to widen the railway bridge which currently causes narrowing of the carriageway.

18. Mr M Finigan, 43 Gaynes Park Road, Upminster

- Agrees with 'At Any Time' waiting and loading restrictions.
- Disagrees with proposals to install Pay & Display along Upminster Park. This will not improve the traffic flow but it will have the opposite effect.
- The guard railing adjacent to the kerb side has safety features as pedestrians now use the existing controlled crossings.
- Resist the chance to get more financial income from the proposed parking.

19. Miss M.C Poulten, 1 Ingrebourne Gardens, Upminster

- The proposed parking bays for disabled in service road are very close to the junction and as there is traffic congestion (bottleneck) in the road between 8am to 930am and 3pm to 4pm, it is very difficult for vehicles trying to exit the car park.
- Delivery vehicles turning at the junction of Gaynes Park Road into the service road will conflict with the parked cars.
- Has suggested to locate the parking bays inside the turning bays situated at the rear of Essex House.

20. Mr J Bennett, 7 Beech Avenue, Upminster

- i. Reducing congestion Traffic congestion at the Bell Corner is determined by traffic movements where it is necessary to control opposing flows with traffic signals. This control is the primary factor in the traffic build up on all four approaches. Signal timings are regularly rephrased with a view to reduce congestion and any further adjustments will produce minimal improvements.
- ii Parking and Loading bay on the west side of Corbets Tey Road

Considers that there is no logic in providing additional on street parking. This will have a negative effect on congestion and will be counter productive to the signals and include additional delays whilst drivers attempt to park.

Repositioning of the guard railing will conflict with the needs of vulnerable road users such as pedestrians particularly the children who use the footway.

There will be hazards involved in drivers opening their doors and this would be dangerous to running traffic. Cyclists will be forced to ride further away from the parked cars thus reducing the road space.

Has further suggested if the proposals if the proposals for go ahead to permit parking along the park side, then remove the guardrail to maintain a pleasant open access to the park given that football games are not played at this end of the park.

The proposals to provide parking between the puffin crossings will further compromise the safety for pedestrians. Despite the build out at the signals, sight lines deteriorate due to reduced number of zig-zag markings ie space will be given to parking bays instead. Considers that safety needs to considered carefully. Increase the number of zig-zag markings to 8 instead of 4 as shown on the drawings.

iii. Footway loading bays in Station Road outside Roomes Store and Coasta Coffee.

Has suggested to relocate the loading bay outside Costa into Lawrence Road and remove the provision of loading bays out the Roomes store. This involves taking footway form the pedestrians and creates illegal parking.

21. Mr J.A Bunker,11 Waldegrave Gardens, Upminster

Objects against the plan to relocate the existing guardrail along Upminster Park and provision of new parking in Corbets Tey Road. Such parking would cause hazards to drivers and to traffic when crossing the road.

22. Mr & Mrs Pullin, 32 Brookdale Avenue

- Pay & Display will not improve traffic flow.
- Current Disc parking scheme should continue until the 'Pay & Display scheme comes into force.
- Station Road – traffic congestion in this part of the road is caused by current phasing of the traffic signals outside Marks and Spencer Simply Food Store. Could traffic be allowed to flow for at least 90 seconds before the demand for pedestrians is invited. The present timing of 30 seconds is far too short.
- Bell Corner traffic lights – traffic congestion could be eased by removing the short traffic phases, particularly in east and west directions in St Mary's Lane.
- Gaynes Road/Aldi Car park – The current closure of the car park at 8pm is too early as visitors to the restaurants park in the service road thus restricting access into their service yard. Provide waiting restrictions at all times to facilitate access to delivery vehicles.
- Corbets Tey Road – oppose the introduction of parking along the park side on two grounds
 - a) This would result in narrower road space as they have witnessed at night time when drivers park on this side of the road and congestion will increase even more during the day time when the traffic flow is heavy.

- b) The parking would be detrimental to the environment which will reduce the visual appeal of the Upminster Park as viewed from the shops.
- Wedding/Funerals services – Traffic wardens are expected to their common sense when wedding or funeral cars are parked on double yellow lines outside churches.
 - Trinity United Reformed Church – As the proposals include extending waiting restrictions on Sundays, they do not support the measures as parents drop and collect their children from the church both on Sundays and weekdays.

23. Mr P Hetchin, Highview Gardens, Upminster

- Does not oppose all the proposals but has stated that consideration needs to be given to Upminster Park/Corbets Tey Road. Relocating the guard rail will increase the risk where children will cross the road between parked cars rather than crossing at the signal crossings.
- He cannot understand how the provision of parking along the park will have in reducing the traffic congestion in Upminster.

24. Mr & Mrs Lee, Alder Court, Upminster

They are concerned that they will not be able to park near their house should Pay & Display parking be introduced. As they live in Alder Court, the Council has not provided parking for the residents of the court.

25. Ms Lee Chilver

Is a frequent traveller in Upminster and he experiences delays in getting past The Bell Corner junction. He has explained that the traffic turning left towards Upminster station is sometimes blocked which in turn blocks the other traffic travelling ahead and right turn into Corbets Tey Road. He has suggested widening the traffic lanes beginning from the bus stop by Cranborne Gardens so that more traffic can get through the lights.

26. Jane Sweeney, Judith Anne Court, Upminster

- Agrees with the changing the phasing of the traffic lights at the Bell Corner and agrees with additional parking in the town centre.
- Considers that since the price of the Discs has increased more than 50%, she considers that the price of the Discs is lowered so that more residents would purchase them. She considers that Disc is very popular with the local residents for shopping, dropping/collecting school children.
- She has questioned the need for more parking bays for the disabled in the service road as most of the dedicated bays are never full.

Staff comments

Throughout the public consultation process and two public surgeries held at the library, there was generally a very positive response from business holders and residents with only minimal comments against elements of the scheme.

The two main areas of concerns are the area fronting Upminster Park and the Gaynes Road service road. The issues relating to the park are mainly cosmetic which relates to the relocation of the guard rail and parked vehicles preventing the passage of traffic. The area fronting the parking is generally parked and the proposal for this area will provide much needed parking spaces for the town centre, in an area where parking is certainly taking place but it is prohibited at present.

Summary of comments received from occupiers of Nos. 1 to 27 Station Road, Upminster

27. J. Halliday & P Lindsay, No. 1A Station Road

Objects to the proposals on the following grounds

- The service road is used as a pick up and drop off point their son's school transport who is on very high needs disability.
- Elderly customers visiting Aldi use this road as a very safe pick up or drop off area and they feel that the proposals will affect them.
- School parents and shoppers need more car parking space.

28. Ms. O. Daby, No. 5A Station Road, Upminster

Has lived in this flat before Aldi store was opened. She has always parked her car close to the flat without causing any obstruction and with the proposed restrictions she will have no where to park. She hopes that the proposals to provide parking restrictions are not approved.

29. Mrs S. Simmonds, No. 7A Station Road, Upminster

- Considers that improving the phasing of the traffic lights at Bell Corner may reduce traffic congestion but a simple solution would be to install a yellow box to restrict vehicles from entering into that area when it is not clear to do so.
- Welcomes the proposals the proposals of the loading bays for businesses in the area but considers that the loading bay proposed in the service road 'makes no sense'. She is of the opinion that the complaint must have been raised by Pizza Express and she considers that the restaurant has caused numerous health and environmental concerns to the residents over considerable number of years. She has further suggested locating the loading bays in St Lawrence Road and Gaynes Road to enable deliveries to be made to all shops and businesses.

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- Considers that narrowing the crossing points at the two pelican crossings in Corbets Tey Road is a sensible idea and has suggested providing eshlon type of parking as in Sheffield.

30. Ms S Hickman, No. 9A Station Road.

- Understands the need for Aldi to have a clear access in the service road to their loading bays, the imposition of 'At Any' time waiting and loading restrictions in the service road are not necessary.
- Has suggested that if eshlon type of parking is allowed in Station Road this would satisfy the shopkeepers and the restaurants at night time. Loading bays sited in Lawrence Road and Gaynes Road would ease two key areas where traffic congestion occurs frequently.
- Given the lack of any parking facilities within a reasonable proximity of their home, the Council needs to identify the provision of parking bays in the service road for the residents.

31. Orin Richards, Hair & Beauty, No.15 Station Road, Upminster

- Has been in the area for the past years and considers that the lack of parking facilities in Upminster has a huge impact on their businesses.
- His clients fear the risk of parking in the car parks that they may risk in getting a Penalty Notice if they are late by few minutes.

32. Kinda's Ladyplus Ltd, No.23 Station Road, Upminster

- Disagrees with proposals to charge disabled people
- Disagrees with introducing parking charges in Gaynes Road and Hobby Hall Car Parks as this would be detrimental to the businesses.

Staff comments: The current proposals do not involve charging the blue badge holders and there are charges applicable to parking on both Gaynes Road and Hobby Hall Car Parks.

33. Mr D Jenkins, resident of the service road, Upminster

Considers that the residents of the service road have been neglected. With the new restrictions the residents will have nowhere to park.

34. Mr F. Ali, No. 27A Station Road, Upminster

He is the owner of the property and is concerned about the lack of parking for the residents who live above the shops backing the service road.

Staff Comments

There have been several comments raised about this area from residents and businesses alike. There are concerns of the location of the proposed parking bays for blue badge holders and a vehicle crossover application has been received from the resident of 1 Gaynes Road to create a new vehicle access from the rear side of the property, therefore, not making these bays viable.

There were also concerns that these proposed parking bays for blue badge holders would have a detrimental affect on traffic flow at peak times when parents come to drop or collect their children from schools.

Furthermore, the residents of the flats in the road raise significant objection to the proposals that they have very limited parking space. However, it is considered Waiting and loading restrictions are a necessity on the entire length of the car park side of the service road.

A p p e n d i x B

Draft schedule for recommendations:

- Waiting and Loading restrictions
- Loading bays for businesses
- Pay and Display parking bays
- Clearways at existing bus stops

Schedule

**Schedule 1A: At AnyTime Waiting Restrictions and 8a.m. – to 6.30p.m.
Mondays to Sundays Loading Restrictions**

Branfill Road

- (a) the north side
 - (i) between the western kerb-line of Station Road and a point 15 metres west of that kerb-line;
 - (ii) between a point opposite the western flank wall of No. 5 Branfill Road and a point 24 metres east of a point opposite that wall;
- (b) the south side, between the western kerb-line of Station Road and the eastern boundary of No. 1 Branfill Road.

Corbets Tey Road

- (a) the east side
 - (i) between the southern kerb-line of St. Mary's Lane and the common boundary of Nos. 1 and 3 Corbets Tey Road;
 - (ii) between the northern kerb-line of the access road leading to Byron Mansions, Corbets Tey Road and a point 0.5 metres north of the common boundary of Nos. 13 and 15 Corbets Tey Road;
 - (iii) between a point 3.5 metres south of the common boundary of Nos. 61 and 63 Corbets Tey Road and a point 10.5 metres south of that common boundary;
- (b) the west side
 - (i) between the southern kerb-line of St. Mary's Lane and a point 10 metres south of the southern kerb-line of the unnamed access road leading to the St. Laurence's Church Car Park;
 - (ii) between a point 4 metres north of the northern kerb-line of Stewart Avenue and a point 16 metres south of the southern kerb-line of Stewart Avenue.

Gaynes Road

- (a) the north side, between the western kerb-line of Station Road and a point 20 metres west of that kerb-line;
- (b) the south side
 - (i) between the western kerb-line of Station Road and a point 12.5 metres west of that kerb-line;
 - (ii) between a point 16 metres east of the eastern kerb-line of the unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road and a point 10 metres west of the western kerb-line of that unnamed road.

Howard Road, Upminster

- (a) the north side, between the eastern kerb-line of Station Road and a point 13 metres east of that kerb-line;
- (b) the south side, between the eastern kerb-line of Station Road and the western boundary of No. 2 Howard Road.

St. Lawrence Road

- (a) the north side, between the eastern kerb-line of Station Road and a point 15 metres east of that kerb-line;
- (b) the south side, between the eastern kerb-line of Station Road and a point 20 metres east of that kerb-line.

St. Mary's Lane

- (a) north side
 - (i) between the north eastern common boundary of No. 131/133 St Mary's Lane and a point 7 metres east of the eastern kerb-line of Champion Road;
 - (ii) between the eastern kerb-line of Station Road and the common boundary of Nos. 157 and 159 St. Mary's Lane;
 - (iii) between a point 2 metres east of the common boundary of Nos.189 and 191 St. Mary's Lane and a point 12 metres east of the eastern boundary of No. 189 St. Mary's Lane;
- (b) the south side
 - (i) between the western kerb-line of Corbets Tey Road and a point 17 metres west of a point opposite eastern boundary of No. 117 St. Mary's Lane;
 - (ii) between the eastern kerb-line of Corbets Tey Road and a point 24 metres east of the eastern kerb-line of Tudor Gardens.

Station Approach, both sides, between the eastern kerb-line of Station Road and a point 6.5 metres east of that kerb-line.

Station Road, Upminster

- (a) the east side, between the northern kerb-line of St. Mary's Lane and a point 10 metres south of the southern kerb-line of Branfil Road;
- (b) the west side, between the northern kerb-line of St. Mary's Lane and a point 4 metres north of the common boundary of No. 36 and 38 Station Road.

Stewart Avenue

- (a) the north side, between the western kerb-line of Corbets Tey Road and the eastern boundary of No. 2 Stewart Avenue;
- (b) the south side, between the western kerb-line of Corbets Tey Road and a point 23.5 metres west of that kerb-line.

Sunnyside Gardens, both sides, between the southern kerb-line of St. Mary's Lane and a point 15 metres south of that kerb-line.

The unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road

- (a) the east side
 - (i) between the southern kerb-line of Gaynes Road and a point 6 metres south of a point opposite the southern boundary of No. 1 Gaynes Road;
 - (ii) between a point 1.5 metres north of the rear common boundary of Nos. 11 and 13 Station Road and its southern extremity;
- (b) west side
 - (i) between the southern kerb-line of Gaynes Road and a point 15 metres south of that kerb-line;
 - (ii) between a point 35 metres south of the southern kerb-line of Gaynes Road and its southern extremity;
- (c) the south side of the turning head situated at its southern extremity
 - (i) between its western extremity and a point 5.61 metres east of the easternmost western rear flank wall of Nos. 119 to 129 St. Mary's Lane;
 - (ii) between its eastern extremity and a point 15.61 metres east of the easternmost western rear flank wall of Nos. 119 to 129 St. Mary's Lane.

Tudor Gardens

- (a) the east side, between the southern kerb-line of St. Mary's Lane and a point 28.5 metres south of that kerb-line;
- (b) the west side, between the southern kerb-line of St. Mary's Lane and the northern boundary of No. 2 Tudor Gardens.

Schedule 1B: Waiting Restrictions, Mondays – Saturdays, 8a.m. - 6.30p.m

The unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road, the east side, between a point 6 metres south of a point opposite the southern boundary of No. 1 Gaynes Road and a point 1.5 metres north of the rear common boundary of Nos. 11 and 13 Station Road and its southern extremity;

Schedule 2: Clearways at existing bus stops in Corbets Tey Road and Station Road

The existing bus stops are converted to 24 hour clearways for buses only are agreed and arrangements are made to implement them at the following locations:

Corbets Tey Road

- (a) east side
 - (i) from the northern flank wall of No. 17 Corbets Tey Road to a point 2 metres south of the southern flank wall of No. 31 Corbets Tey Road;
 - (ii) from the common boundary of Nos. 103 and 105 Corbets Tey Road extending northward for a distance of 20 metres;

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- (b) west side, from a point 4 metres north of the northern kerb-line of Stewart Avenue extending northward for a distance of 36 metres.

Station Road, Upminster

- (a) east side, from a point 4 metres south of the southern kerb-line of Howard Road extending southward for a distance of 52 metres;
- (b) west side
 - (i) from a point 24 metres north of the northern kerb-line of Branfill Road extending northward for a distance of 32 metres;
 - (ii) from a point 10.5 metres south of the southern kerb-line of Gaynes Road extending southward for a distance of 50 metres.

Schedule 3: Loading Places Mondays to Sundays, 8a.m. to 6.30p.m.

Corbets Tey Road

- (a) the east side, from a point 2.5 metres south of the common boundary of Nos. 39 and 41 Corbets Tey Road extending southward for a distance of 15 metres;
- (b) west side
 - (i) from a point 33 metres south of the southern kerb-line of the unnamed access road leading to the St. Laurence's Church Car Park extending southward for a distance of 9.2 metres;
 - (ii) from a point 9 metres south of a point opposite the common boundary of Nos. 61 and 63 Corbets Tey Road extending southward for a distance of 10.6 metres.

Station Road, Upminster

- (a) the east side, from the common boundary of Nos. 34 and 36 Station Road extending northward for a distance of 7 metres;
- (b) the west side, from a point opposite the common boundary of Nos. 48 and 50 Station Lane extending southward for a distance of 21 metres.

The unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road, the south side of the turning head situated at its southern extremity, from a point 5.61 metres east of the easternmost western rear flank wall of Nos. 119 to 129 St. Mary's Lane extending eastward for a distance of 10 metres.

Schedule 4: 8a.m. - 6.30p.m. Mondays to Saturdays Disabled Persons Parking Places

The unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road, the west side, from a point 15 metres south of the southern kerb-line of Gaynes Road extending southward for a distance of 19.6 metres south of the southern boundary of No. 1 Gaynes Road.

**Schedule 5: Pay & Display Parking Places, Mondays to Saturdays,
9.30 a.m. to 6.30p.m.**

That new Pay and Display parking bays are agreed and arrangements are made to install them at the following locations. The proposals are shown on drawing nos. QJ019-of-103 and 104.

Branfill Road, the north side, from a point opposite the common boundary of Nos. 13 and 15 Branfill Road extending eastward for a distance of 37.5 metres.

Corbets Tey Road

- (a) east side
 - (i) from the common boundary of Nos. 1 and 3 Corbets Tey Road to the common boundary of Nos. 13 and 15 Corbets Tey Road;
 - (ii) from a point 10 metres north of the common boundary of Nos. 49 and 51 Corbets Tey Road extending southward for a distance of 47 metres;
 - (iii) from a point 3.5 metres north of the common boundary of Nos. 85 and 87 Corbets Tey Road extending southward for a distance of 34.8 metres;
 - (iv) from the common boundary of Nos. 117 and 119 Corbets Tey Road extending southward for a distance of 36 metres;
- (b) west side
 - (i) from a point 10 metres south of the southern kerb-line of the unnamed access road leading to the St. Laurence's Church Car Park extending southward for a distance of 23 metres;
 - (ii) from a point opposite the common boundary of Nos. 43 and 45 Corbets Tey Road to a point 9 metres south of a point opposite the common boundary of Nos. 61 and 63 Corbets Tey Road.

Gaynes Road, the south side, from a point 12.5 metres west of the western kerb-line of Station Road extending westward for a distance of 16.50 metres.

Howard Road, Upminster, the north side, from a point 13 metres east of the eastern kerb-line of Station Road extending eastward for a distance of 30 metres.

St. Lawrence Road

- (a) the north side
 - (i) from a point 15 metres east of the eastern kerb-line of Station Road extending eastward for a distance of 14 metres;
 - (ii) from a point 36.5 metres east of the eastern kerb-line of Station Road extending eastward for a distance of 7.5 metres;
- (b) the south side, from a point 20 metres east of the eastern kerb-line of Station Road extending eastward for a distance of 17.5 metres.

A p p e n d i x C
Summary of survey with shopkeepers
of
Corbets Tey Road

Upminster Town Centre Parking Survey March/April 2011

Property No	Road name	Disc	P+D	Comments
2	Bell Corner Bell Corner Jewellers	0	1	People cannot park in Upminster so they don't come. More parking is needed. Pay & Display is acceptable. Level of charging is important. Customers at the shop also agreed.
3	Greggs PLC -bakery		1	Pay & Display would help.
No. 4	Ladbrokes PLC - betting		1	More parking needed in the road/town. Pay & Display needed in the road.
5	Subway		1	Provide Pay + Display. Not everyone has Discs.
6	Superdrug Stores PLC	0	0	Revisit shop - manager not available
Corbets Tey Road				
1	Mr. Simms - The Olde Sweets Shop	1	1	Combination of parking would be acceptable. 2hrs of parking is ideal. £2 for 2hrs would be expensive. Where will manager & staff park with P+D.
3	Flaxten Cards		1	P+D is welcome with 20p for 2hrs.
5	Pink Lily		1	Enhance parking - very supportive. P+D is welcome
7	Boots Opticians		1	Enhance parking - very supportive P+D is welcome
9	Metropolitan Police (Upminster & Cranham)	0	0	Revisit shop
11	Coral Bookmakers	1		Disc parking is better.
13	Upminster Café	0	0	Revisit
15	Bressloff Shoes Ltd		1	Enhance Parking - very supportive Prefer P+D parking.
17	Mark Bowyer Estate Agent		1	Businesses have been affected due to lack of adequate parking so enhance parking. Staff parking may be a problem with P+D.

Property No	Road Name	Disc	P+D	Comments
19	Floral Affairs		1	Parking is a major problem. Out of town people come to Upminster. Enhance parking. Agree P+D will catch passing trade. Provide loading bays.
21	Santander	0	0	revisit - busy with customers.
23	Click Hearings	0	0	revisit
25(a)	Hair & Body shop		1	Enhance parking in the area. P+D is welcome. Very supportive
25(b)	Travel goods		1	Enhance parking. P+D is welcome.
27	Swan Books	0	0	Revisit shop
29	High Tide Take Away	0	0	Revisit shop
31	Hot shots hairdressers		1	Enhance parking. P&D is better.
33-37	The Crumpled Horn Pub.	0	0	Re-visit
39	Healthy Planet		1	Support P& D parking Staff parking is a problem.
41	Upper Hair cut	0	0	
43	Barnardo's		1	Enhance parking. Agreed with P&D.
45	Acumagic Chinese herbal medicines	1		Prefers Disc parking as he can provide one to his customers to park.
47 to 49	Iceland Stores		1	Enhance parking in the area. P+D is better for passing trade.
51	Rainbow Trust -charity	0	1	Enhance parking in the area. P+D is better for passing trade.
53	Prezzo restaurant	0	0	Speak to Head office
55	Richard House - charity		1	P+D is better
57-59	Boots Pharmacy		1	Agree with P+D parking - catches more trade
61	De-Luxe Beauty Spa Ltd	0	0	closed - Re-visit
63	Papa John's Pizza t/away	1		Disc is better for their business

Property No	Road Name	Disc	P+D	Comments
65 - 67	West Lodge	0	0	Re-visit
69	Manhattan Star Nails	0	0	Revisit
71	Dominos Pizza take-away	1		Disc parking is better.
73	Darjeeting Tandoori t/away	0	0	Revisit
75	Spear Travel		1	Anything that will help people to park is welcome. Would prefer P+D as long as tariffs are kept low.
77	SANDS Charcoal Grill	1		Prefer Disc Parking
79	S&D Solicitors	0	0	Revisit
81	Vacant property	0	0	Revisit shop
83	Kingcotts Bakery	0	0	Revisit shop
85	Sue Ryder Care Charity Trust		1	Would prefer P+D to enhance passing trade. Would support the scheme.
87	Crazy Beat Records		1	90% parking is taken by Voucher parking. People don't know where to purchase them. P+D will be clear to everyone. He would support the scheme.
89	Absolute Fabulous Tanning		1	Would support P+D parking
91	Renaissance hairdressers		1	P+D would be better & is a brilliant idea.
93	Cartridge World		1	The existing parking stops people from coming into Upminster. Visitors do not know where to buy the permits, if so, they are expensive to buy for short time.
95	Vacant	0	0	
97A	Studio Florists		1	Would welcome P+D parking.
97B	Bizora		1	P+D is fine as long as the tariff does not increase radically.
99	Kearean Parlar	0	0	Closed
101	Lalos Mexican resturant	0	0	Closed
103	Teacher's Board	1	1	50/50 decision. Instead provide parking in the footway as it is wide..

Property No	Road Name	Disc	P+D	Comments
105	Farm Fresh Produce		1	Disc is expensive to purchase. Parking is a problem in the area. P+D will help. This bring more people into the area.
107	Johnson & Son Ltd		1	P+D will operate better and will support it.
109	Fish Monger		1	Have been in business for 18 years. People will not come into the area as they are not aware about Disc parking. Signage to car park needs to be improved.
111	Carpet Shop Flooring		1	Current parking arrangement is driving customers away. P+D will be good idea.
113-115	Londis Stores		1	People should park free but P+D would be better.
117	Paint & Paper Emporium		1	Parking is a major problem. People come Upminster & get parking tickets. They don't understand the Disc parking operates. Would welcome P+D parking.
119	Laura Louise		1	Parking is a major problem in Upminster. Would welcome P+D parking.
121-123	Plum Valley	0	0	Closed
125	Prestige dry cleaners		1	Anything that will help to overcome the current parking arrangement would be welcome. Build a multi-story car park. P+D would operate better.
127	Stuart Ikeman Hair design		1	P+D would be welcome. Not all customers have Discs.
28	Bateman News Plus		1	Parking is a problem in the Upminster area. P+D would better.
30	3 Zero Bar		0	Closed
32	Kalijera	0	0	Closed
34	Amethyst		1	P+D would be a very good idea.
36	Britiannia Pharmacy		1	P+D would be good and 20p tariff would be reasonable.
38	Print -Trek		1	P+D would be welcome.
40	Pink Florists		1	Parking is a real problem in the area. P+D would be welcome as long as the tariff does not increase.

Property No	Road Name	Disc	P+D	Comments
42	Chassie Chassis		1	Existing car park is rarely used. He has problems with offloading deliveries. P+D and business bays would be welcome. All staff supported P+D.
44	Maridarin Gardens		1	With Disc parking customers virtually drive through. Customer agreed P+D will help the local shops and customers.
46	New Beijing			Closed
48	Fishy Business II		1	Customers don't understand Disc parking. P+D is better.
50	Tasty Bits	0	0	Closed
52	Stevens Charles hair dressing		1	No one knows where to buy Disc, if so, are expensive for short term parking. P+D would be a good idea.
	Sub-total	7	47	
	Total	7	47	
	Percentage (%)	13.0	87.0	

Appendix D

Proposed layout drawings

(QJ019-of-101 to QJ019-of-106)